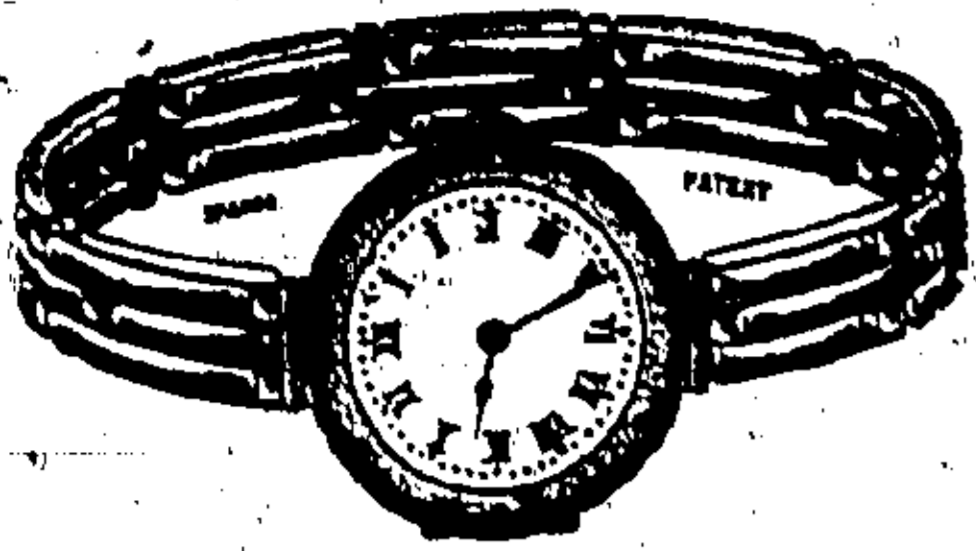




## INTIMATIONS

## G. FALCONER &amp; CO., LTD.,

LADY'S GOLD WATCH BRACELETS IN LARGE VARIETY.



ENGLISH SILVERWARE.

HOTEL MANSIONS: OPPOSITE GENERAL POST OFFICE.

## WING KEE &amp; CO.,

Nos. 17, 48 and 49, CONNAUGHT ROAD CENTRAL.

SHIP-CHANDLERS, SAILMAKERS, PROVISION MERCHANTS, COAL MERCHANTS, etc., etc., OF FIFTY YEARS STANDING. SHIP CAPTAINS ARE REQUESTED TO GIVE US A TRIAL.

FRANCISCO TSE YAT, General Manager.

Hongkong, August 12, 1913.

## THE KWONG HIP LUNG CO., LTD.

(NOW RECONSTRUCTED.)

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON FOUNDRIES. All work done in this establishment is guaranteed. We have over thirty years' experience. We own two shipways and can accommodate any craft of 250 feet long.

Town Office, 48, CONNAUGHT ROAD CENTRAL, Hongkong. Telephone No. 459. Shipyard, Shek-Sai-Po, Kowloon, Hongkong. Telephone No. K.3. Refrigerator furnished on application.

Hongkong, April 1, 1913.

WONG PING WA, Manager.

**DINNEFORD'S**

The Physician's Cure for Gout, Rheumatic Gout and Gravel.

**MAGNESIA**

The Universal Remedy for Acidity of the Stomach, Head, Heartburn, Indigestion, Sour Eructations, Biliary Affections.

## THE CHINA MAIL, LTD

Undertakes

ALL SORTS OF ARTISTIC JOB-PRINTING

such as:

INVITATION CARDS, MENUS, DANCE AND ENTERTAINMENT PROGRAMMES, CIRCULARS, PAMPHLETS, BOOKS, PROSPECTUSES, WINE LISTS, ETC., ETC., ETC.

Obtain quotations from:

THE CHINA MAIL OFFICE.

5, Wyndham Street.

European Supervision

Moderate Price.

## INTIMATIONS

MITSU BISHI GOSHI KWAISHA  
(MITSU BISHI CO.)

COAL DEPARTMENT.

SOLE PROPRIETORS OF TAKA  
SIMA, OCHI, MUTABE, YO-  
SHINOTANI, KISHIDAKE, HOJO,  
KANADA, NAMAKUTA, SAYO,  
SHINNEW and KANTAMADA  
Cellaries.AGENTS for SAKITO, and OYUBARI  
COALS.

HEAD OFFICE—TOKYO.

BRANCH OFFICES—

Nagasaki, Moji, Karatsu,  
Wakamatsu, Otsu, Muroran,  
Kobe, Osaka, Tokyo, Yokohama,  
Nagoya, Shanghai, Hongkong,  
Hankow.TEL. ADDRESSES for above: IWASAKI  
Codes:—A1, ABC 5th Ed., Western Union.

## AGENCIES:

CHINKIANG: Messrs Gearing &  
Co.MANILA: Messrs Macdonald &  
Co.SINGAPORE: Messrs Borneo Co.  
Ltd.

For particulars, apply to

K. KATO,

Manager,  
No. 2, PRINCE STREET,  
HONGKONG.THE CHINA FIRE INSURANCE  
COMPANY LIMITED.THE FORTY-FIFTH MEETING OF  
SHAREHOLDERS of the Company  
will be held at the Company's Office, No.  
3, Queen's Road Central, Victoria, on  
THURSDAY, the 19th March, 1914, at  
12 o'clock noon, for the purpose of  
receiving a Statement of Accounts and  
the Report of the Directors for the  
year ending 31st December, 1913.The TRANSFER BOOKS of the Com-  
pany will be CLOSED from 8th March  
to 10th March, both days inclusive.  
By order of the Board of Directors,  
O. PEMBERTON,  
Secretary.

Hongkong, Feb. 28, 1914.

HONGKONG FIRE INSURANCE  
COMPANY LIMITED.

NOTICE TO SHAREHOLDERS.

THE FORTY-FIFTH ORDINARY  
MEETING OF SHAREHOLDERS  
will be held at the Office of the Under-  
signed at 12.30 p.m. THURSDAY the  
19th instant.  
The TRANSFER BOOKS of the Com-  
pany will be CLOSED from the 8th to the  
10th instant, both days inclusive.  
JARDINE MATHESON & Co., Ltd.,  
General Managers.Hongkong Fire Insurance Company Ltd.,  
Hongkong, March 2, 1914.

## DAIRY FARM NEWS.

## FISH.

FRESH SIBERIAN  
SALMON

## SELECTED

KIPPERS, HADDOCKS, FILLETS.

## PATELL &amp; CO.

Exporters &amp; Importers

General Merchants

and

Commission Agents.

HONGKONG, CANTON.

SHANGHAI AND

HANKOW.

THE ALEXANDRA GAVE

Bath, 11, GARDEN STREET, HONGKONG.

**THE GARRICK**

**CIGARETTE**

VIRGINIA BLEND

DISTINCTLY HIGH CLASS MADE BY HAND

**Lambert & Butler**

ENGLAND.

A FRESH SHIPMENT JUST ARRIVED FROM HOME.

## SCOTTISH SPORT.

(From Our Own Correspondent.)

EDINBURGH, February 10.

THE RUGBY INTERNATIONAL

Once more Wales has defeated Scotland  
under the Rugby code. The margin against  
Scotland was 24 points to 8, suggesting that  
Scotland is now completely employed;  
but the actual game did not warrant such a  
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A proof of this is that the match had  
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TEST  
YOUR  
EYESand fit proper  
lenses. If you do  
not see as you  
once did your eyes  
should have im-  
mediate attention.

CONSULT US

CLARK & CO.  
SCIENTIFIC OPTICIANS  
YORK BLDGS. CHATER RD.  
HONGKONG

Hongkong, Dec. 2, 1913.

## INTIMATIONS

RACES: RACES: RACES:

THE POPULAR RACE FILM  
will be shown, at the  
WIGWAM TENNIS CLUB,  
Kowloon.

(Corner of Nathan and Carnarvon Roads)

on

THURSDAY, FRIDAY

and

SATURDAY,

5th, 6th, and 7th March, 1914,

at 9.15 p.m.

3 NIGHTS ONLY

ADMISSION 50 CENTS.

A Band will be in attendance.

Hongkong, March 5, 1914.

HONGKONG, MARCH 5, 1914.

289

NOTICE.

WE have as from date as under est-

ablished ourselves as Import and

Export Merchants and Commission Agents

at 49, Pottinger Street.

Hongkong, 26th February, 1914.

ALIMED HUSEIN &amp; CO.

288

NOTICE.

MR. WILLIAM HUTTON POTTS

retired by mutual consent from the

Firm on the 31st December, 1913.

We have this day admitted Mr. Edward

JOHN CHAPMAN into partnership.

Linstead &amp; Davis.

Hongkong, March 2, 1914.

272

UNION INSURANCE SOCIETY OF

CANTON LIMITED.

NOTICE.

FROM this date or until further notice

during my temporary absence from

the Colony Mr. C. H. P. HAY will act as

Secretary of the Society.

By Order of the Board.

C. MONTAGUE EDE,

Secretary.

Hongkong, March 3, 1914.

278

CHINA TRADERS' INSURANCE

COMPANY LIMITED.

NOTICE.

FROM this date or until further notice

during my temporary absence from

the Colony Mr. C. H. P. HAY will act as

Secretary of the Company.

By Order of the Board.

C. MONTAGUE EDE,

Secretary.

Hongkong, March 3, 1914.

279

CHEN KWONG &amp; CO., LD

GENERAL IMPORT &amp;

EXPORT.

CANTON

LARGE WHOLESALE &amp; RETAIL

STORE.

FURNITURE, Draperies, Groceries,

Boots and Shoes.

Makers of Jewellery, Lacquerware,

Grocery Ware.

Ironmongery, Wine and Spirits.

Foreign Goods for gentlemen made to

order by our own tailors.

Large assortment of Chinese Silks and

Foreign Goods of every description.

All goods sold at reasonable prices.

The Cheapest and Best place in Canton &amp;

Hongkong to buy Chinese and Foreign

Goods.

SUP. PAC. FOO STREET.

CANTON and

Nos. 227, 228, Des Vaux Road

and No. 190, Connaught Road Central.

Tel. No. 811.

HONGKONG.

## 'Want' Advertisements

PREPAID

\$1 per inch..... 3 insertions.

\$2 .. .. . One week.

WANTED.

BY experienced FIRM and LIFE  
R. AGENT. REPRESENTATION for  
the PHILIPPINE ISLANDS.

E. J. DAVIS.

HONGKONG HOTEL.

Hongkong, March 5, 1914.

WANTED.

FROM 1st April next, a FOUR-  
ROOMED FLAT FURNISHED;  
also CATERING TO BE PROVIDED.  
Or a small house on same conditions.

Apply to

"FLAT."

Apply to

c/o CHINA MAIL Office.

Hongkong, Feb. 25, 1914.

FOR SALE.

GENTLEMAN'S R.S.A. Bicycle, 3  
T. wheels, all accessories, in perfect  
Condition. Available middle of March.  
Price \$120. Apply Captain C. A. JAMES,  
2 Gomer Villas, Kowloon.

Hongkong, March 2, 1914.

FOR SALE.

ABOUT 600 lbs. ENGLISH TYPE  
Clarendon and Nonpareil (Modern),  
complete fonts, including galleys.  
In good condition. Send offers to  
'TYPE.'

Care of CHINA MAIL Office,

Hongkong, March 2, 1914.

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**Hughes and Hough**

Auctioneers to the Government and Admiralty.

General Auctioneers and Share, Coal and General Brokers.

Proprietors "TO-KWA-WAN" COAL STORAGE.

Codes used: A.B.C. 4th & 5th Editions. At. Telegraphic Code. Telephone Address: MEIRION HONGKONG.

PUBLIC AUCTION.

The Underigned have received instructions to sell by Public Auction, (for account of the concerned),

SATURDAY, the 7th March, 1914, at 10.30 a.m.

at their Sales Rooms, No. 8, Des Voeux Road, Corner of

SEVERAL CASES OF MERCHANDISE.

Comprising:—

BRUSH AND CLOTH TRAYS, WARES, BOWLS, DISCUT JARS, PLATES, TEA SETS, PORCELAIN BOWLS, CANDLESTICKS, COFFEE SETS, &c., &c., &c.

On view day of sale.

TERMS:—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, March 2, 1914. 274

PUBLIC AUCTION.

The Underigned have received instructions from MRS. OSTERBROOK, to sell by Public Auction,

on

MONDAY, the 9th March, 1914, at 2.30 p.m., at

No. 2, Kintford Terrace, Ground Floor,

the

VALUABLE HOUSEHOLD FURNITURE, &c., &c.,

Therein contained.

Comprising:—

Teak Hall Stand and Teak Upholstered Sofa in good condition, Fender Seat, Mantel Mirrors, 1 Large Tinted Carpet, Upholstered Arm-chairs, Lin. Box Couches, Large Blackwood Fire Screen, Solid Brass Double Bedstead, Camphorwood Chest-of-drawers, Toilet Mirrors, etc., etc., etc.

Also

1 Iron Safe, Large Kattan Picnic Basket, Englished Tea Set complete, Ice Chest, etc., etc.

(Full Particulars from Catalogue.)

On view day before Sale.

TERMS:—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, March 5, 1914. 299

HE FIRST CHINESE NEWSPAPER

EVER ISSUED UNDER

PURELY NATIVE DIRECTOR.

THE CHINESE MAIL

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COMMERCIAL JOURNAL.

PUBLISHED EVERY MORNING

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NORTH CHINA.

AND THE LATEST INTELLIGENCE FROM

VARIOUS PORTS IN CHINA AND JAPAN.

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\$12.50 to all other parts.

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# HOTELS

## THE STATION HOTEL

### NATHAN ROAD, KOWLOON.

ELECTRIC LIGHT AND FANS, BATH-ROOM TO EACH ROOM.

Cold and Hot Water throughout.

PRIVATE AND PUBLIC BARS.

BILLIARD ROOM.

Private Dining Room.

EXCELLENT CUISINE.

For Particulars apply to.

THE MANAGER.

TEL. NO. 1159. Tel. Address "TANTRON".

Hongkong, Feb. 3, 1912. 294

# KING EDWARD HOTEL

Central Location.

ALL Electric Trains Pass Entrance.

Electric Lifts, Fans and Lighting.

European Baths and Sanitary Fittings.

Hot and Cold Water System throughout.

Best of Food and Service.

Telephone 373. R. H. NORTE, Manager.

TELEGRAPHIC ADDRESS: "VICTORIA".

# KINGSLERE HOTEL, HONGKONG

UNRIVALLED position in the Hill district, overlooking the Botanical Gardens and facing the Harbour.

Numerous quiet Studios with luxuriously fitted Bathrooms, Telephone and Electric Fans.

Telephones in Bedrooms and Sitting-rooms throughout.

Telephone No. 1123.

Cable Address: "Sachola".

A.B.C. Code 5th Ed.

Hongkong, September 1, 1908. 1208

# BRANDISH PRIVATE HOTEL

STANDING in its own grounds with Tennis and Croquet Lawns, Large Airy and Well Furnished Rooms, Every home comfort. Fine View of the Harbour.

Telephone No. 580.

Apply to Mrs. F. W. WATTS, Brandish, 20, Macdonnell Road.

Hongkong, September 2, 1908.

# WYNDHAM HOTEL

20 WYNDHAM (FLOWER) STREET.

LOCATION good for Hillside Scenery and ONLY TWO MINUTES' WALK FROM BUSINESS CENTRE.

Families, Residents and Tourists made thoroughly comfortable.

Terms Moderate.

Run on First-class Lines.

Under the Personal Supervision of the Proprietress.

M. S. ROY.

20 WYNDHAM (FLOWER) STREET.

Established A.D. 1891

IRON STEEL, METAL and HARD WARE MERCHANTS. Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers. General Storekeepers and Shipchangers. Nos. 55 and 57, Horse Lane Street, 2nd Street, west of Central Market. Telephone No. 515.

Hongkong, September 4, 1913.

# SINGON & CO.

Established A.D. 1891

IRON STEEL, METAL and HARD WARE MERCHANTS. Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers. General Storekeepers and Shipchangers. Nos. 55 and 57, Horse Lane Street, 2nd Street, west of Central Market. Telephone No. 515.

Hongkong, September 4, 1913.

# NOTICE

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AND

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BOOKS & PAMPHLETS A SPECIALTY

Prospectuses, Trade Circulars, Programmes, Menus, etc., etc., Artistically Arranged and Carefully Printed.

Clean, Prompt and prompt delivery guaranteed.

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THE CHINESE MAIL PRESS, LTD.

PRINTED BY THE CHINESE MAIL PRESS, LTD., 11, WILKINSON STREET, HONGKONG.

COMMERCIAL JOURNAL.

PUBLISHED EVERY MORNING

CONTAINS THE MOST RELIABLE TELEGRAPHIC NEWS FROM

NORTH CHINA.

# SPORTING INTELLIGENCE

"LINCOLNSHIRE" HORSES.

Happy Warrior and Others.

(By "Hotspur" in the "Daily Telegraph" of Feb. 9.)

The public are showing that one of the lessons of the 1913 racing season has not been wasted upon them. They have so far resisted the temptation to participate in ante-post betting on the Lincolnshire Handicap and Grand National. At any rate we are entitled to draw this inference from the circumstances that no quotations have yet been published. Some prices may make a belated and apologetic appearance during the coming week, and if so, they will suggest that a few folks have weakened in their good resolution not to be fascinated by the glamour of long odds. Those long odds have a way of being more apparent than real, and you will admit if you throw your memory back; for frequently it was demonstrated during 1913 that you could get a good, if not better price on the day than two, or three, or four weeks ahead.

When the first prices do appear we shall no doubt find Happy Warrior, Brancopeth, Cuthbert, and Sir Martin occupying prominent places in the list. Then will begin the alluring game of doubles, and the good resolution not to come under the spell of ante-post wagers will begin to shatter. Readers interested, however, should proceed with profound caution if they really feel they cannot wait until the day, or very nearly so. I have heard a great many people declaring the "Lincolnshire" to be a good thing for Happy Warrior. Thus early in the year we are being confronted with "good things"! Evidently, therefore, the problem of this race has been very promptly solved if this is how it is going to result. Happy Warrior, it seems, is lionheartedly handicapped, bearing in mind his fine record as a two-year-old. Hence, according to his admirers, his great chance.

A POINT TO REMEMBER.

It would be well, however, to bear in mind that there are other things to take into consideration apart from the not unimportant one of weight. If Mr. J. B. Joel, his owner, makes up his mind much nearer than this to the day—when he has had some chance of seeing how the colt can be trained thus early in the year—that Happy Warrior has an undeniable chance, then he will certainly be allowed to run. There must always be a doubt as to how a horse has progressed from two to three years of age until he comes to be tested. Happy Warrior may have retained his smartness and still be inferior at the weights to Luke Stone, to say nothing of Spanish Prince. The idea of an owner who enters several for a handicap is to run the one that is thought to be the best on or about the day. Happy Warrior may appeal to many as being well handicapped now, but if he had stood out so clearly as some people think his owner need not have entered four others, and after the acceptance he need not have left in two others.

Assuming that Happy Warrior is going to break the long spell since last a three-year-old won the race, he will have at least the credentials of quite impressive form as a two-year-old. He can be made out to be one of the best of his age, and I know that his owner regrets very much that he was taken out of the Derby. That step was taken at a time when the colt seemed all at pieces, and apparently lame, though that must have been caused by rheumatism, which has asserted itself since. It did so a day or two prior to his splendid nursery win at Derby, causing his trainer, Charles Morton, to have no fancy for him at that occasion. A horse that has suffered from rheumatism may be subject to it again. It is a possibility which cannot be ignored. If the colt had been left in the Derby, his owner would not have been without hope that he might triumph where Sun Star had done so three years before. The fact shows that Happy Warrior is unquestionably held in considerable esteem. But the public should not overlook the question as to whether Morton can get him ready for Lincoln, and then again whether he will be the best of his kind at present representing the stable in the race. If we get abnormally wet weather, training becomes practically impossible on the Wantage Downs.

SOME POSSIBILITIES.

Through Alington, Brancopeth also be made out to have got in at a nice weight. His last outing was in a selling race at Newmarket, which he won, and the handicapper seems to have assumed that he has degenerated. Here again even angels should fear to tread. This horse has very pronounced ringbones, and, clever though his trainer is, he will have to be assisted by acts going for his training and the same for the race. These are early days to write seriously in reference to it but it will be interesting to watch developments in connection with Sir Martin, Eton Boy, and Turfado. If the former can be trained to the satisfaction of Joseph Cannon, what is there you could back against him at his weight?

Eton Boy may be still a high-class handicapper. He has not won often, but how often has he been forced to wear a shadow of doubt as to his chances when he won the Hunt Cup in 1912 and a Goodwood Hunt Cup in 1913 and a Goodwood Hunt Cup in 1914? He has a reputation of being the best of his age, and it is not surprising that he has been handicapped to run against Luke Stone in the Lincolnshire Handicap.

A despatch from Vancouver (B.C.) on Saturday reports that Mrs. Marie Lloyd yesterday telegraphed to her mother and brother-in-law, Mr. J. H. Lloyd, and to her sister, Miss M. Lloyd, asking them to come to her at once, as she was feeling very ill.

The only news of the past week in reference to the Grand National was that it had to do with the breakdown in his preparation of Sir Charles Ascherson-Smith's Irish Mail. This, indeed, is bad luck for the owner, but it shows that this powerful owner with big resources as his command must be subjected to have misfortunes similar to those that can overtake the small owner. Curiously enough, Irish Mail shows little or no trace of lameness, and no doubt many owners would go on with him until something more definite asserted itself. Mr. Hobday, who made a special examination, has advised resting the horse from galloping, and in a day or two he will pay another visit to Findon. Meanwhile, however, precious time is being wasted.

In all the circumstances it may be a wise and prudent thing to forego competing for the "National" this year with the horse, but, on the other hand, I recall that Mr. Gorman would never have won the Grand National with Shamoun Lass had he taken the advice of his vet.—a few days before the race. The professional man strongly urged that she should not be run. Luffeur III has arrived at Looes, and if he is not seen in public before I have no doubt that he will be allowed to compete for the Champion Stooplemass at Hurst Park early next month. A horse I am rather anxious to see out is Jacobus; who, I think, is well in at list-2. There are, I am sure, possibilities about his candidature, and his next appearance will be watched with considerable interest.

TWO CELEBRITIES.

Writing about The Potarch two months ago, I said that he was all right so far as could be judged at that time. It was subsequently decided, more as a precaution than as a necessity, I understood, to fire him in front, and this was done a month ago by Mr. John Coleman, M.R.C.V.S., of Epsom. The point was that, though the leg which was ripped just before the Imperial Produce Stakes would probably stand the strain of hard training, it was nevertheless felt that the operation would strengthen the probabilities. The Potarch is now trotting and cantering every day, and, as with some distinguished invalid, the papers regularly publish a bulletin as to his doings. I am glad indeed to be able to say that Danny Maher is now making steady progress towards recovery. He had a very bad time, his condition causing not little anxiety, but, if all goes well, he should soon be able to get away from Croppwell-Butler for a change of scene and air. I do not think he will be breaking records on the Cresta this season.

MISS MARIE LLOYD.

An Editor Homeshipped.

New York, Feb. 8.

Miss Marie Lloyd has won her fight for re-admission to the United States after crossing the Canadian border; but she is required to renew the bond exacted from her in New York to the effect that she will leave the country on March 1 at the end of her music hall engagements, says the New York correspondent of the "Daily Telegraph" wiring on Feb. 8.

Europeans, judging from the cabled comment, do not all realise that whereas the letter of the American immigration law, which is admittedly drastic, has been observed in the case of the English artist, yet almost everyone here sympathises fully with the trials and inconveniences to which she has been subjected. Vaudeville audiences in the United States and Canada regard her as by far the most talented vaudeville artist ever seen on this side, and hope that she will return many times.

I am able to say on the best authority that Miss Marie Lloyd is probably making her last visit to the United States. She stated quite recently that her real views on the American immigration laws were too severe for publication in the American newspapers, and that she would reserve them until her return to London, when she hopes to speak her mind. This was previous to her experiences on the Canadian side last week, and previous to her unpleasant experiences in the Middle West, where she found that some destructive chemicals had been surreptitiously placed in her make-up box.

A telegram published to-day says that the actress is "just longing to see good old London once again," and to find herself amongst her old friends. She has nothing but praise for American audiences, who have received her as the undisputed queen of vaudeville, but the American regulations "have got upon her nerves." No doubt, she adds, they are all right when you are born to them, but "I wasn't."

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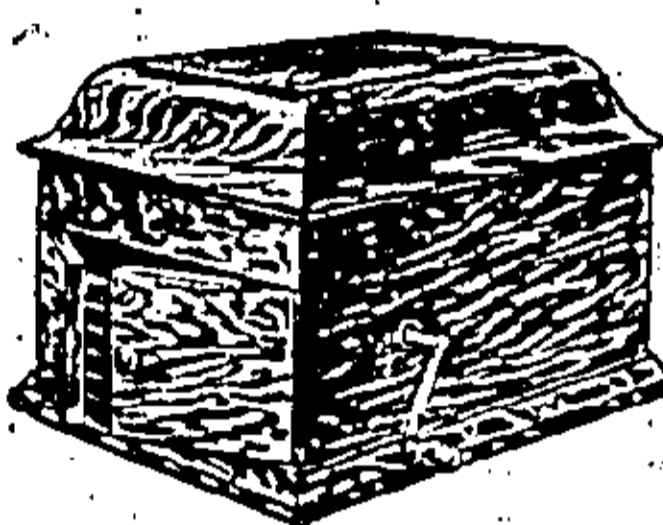
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Hongkong, July 22, 1913

ence. Existing vessels are to be left to the tender mercies of the administration of the country to which each vessel belongs. If an administration thinks that increased safety is practicable, it may do as it pleases as to enforcing changes. For all new ships the practice will be uniform in all nations. The advertisement value of a safety certificate under the new regulations will be a temptation to shipowners to publish the fact that new vessels are safer than old ones in this respect, unless owners realise that even in existing vessels a Certificate of Safe Construction may be of sufficient value to justify the expense of obtaining it. Numerous regulations as to fire bulkheads, escape from compartments, strength of bulkheads, number and character of water-tight doors and the means of controlling them, number and character of openings on the ship's side, extent of double bottoms, &c., are framed. Rules are laid down for the inspection of all these and for the drilling of the crews. They are mostly as now adopted in the best practice, but making them compulsory upon all will add to the general safety. But all these details are only subsidiary to the main question of subdivision. This problem is difficult to solve in a practical way. A naval architect can work out the draught at which a ship will float with bulkheads in a defined position, and compartments occupied in a known manner. The practical problem is to place the bulkheads in the plans so that when the ship is built, and loaded in such a way as she is likely to be, she shall have a reasonable degree of safety. It is comparatively easy to construct curves which will enable a naval architect, or even a quasi naval architect, to say how much of a ship's length may be flooded, with her holds laden with coal, before she will sink below some chosen draught. But to say for all practical purposes of ship, and for all probable arrangements of spaces, what shall be the spacing of bulkheads to give a reasonable degree of safety, is a problem which must have taxed the skill of the best naval architects in the international conference. The solution does not yet seem to be complete, for provision is made for further study and for exchange of the results of such study.

## NEWS OF THE DAY.

To a German Mail of the 3rd February was delivered in London on the 5th March.

To-day, according to the old Chinese calendar, is the day of Chung-Chi or "exalted insects."

Sir Richard Dane, Director of the Salt Gabelle, left Canton yesterday for the Sui-tung district in continuation of his visit of inspection.

The "Taming," arrived from the Philippines this morning, brought over two European saloon passengers, the 10 Chinese and 44 Filipinos in transit for Hawaii per "Chiyo Maru."

Treacle on the footpath, Inspector Dymond said to-day provides a breeding ground for thousands of flies. Complaints had been made by the Sanitary Department and others regarding the nuisance and, in a charge of obstruction caused by opening treacle vats on the pavement, Mr. Hazland imposed a fine of \$7.

In the Summary Court this morning a case was mentioned in which Leung Shui Wai is suing Hu Shiu Chun to recover damages, which are put down at \$1,000, for alleged malicious prosecution in the police court. On the application of Mr. G. F. Mason (of D'Almeida and Mason) pleadings were to be filed. Mr. Norrington, of Mr. G. K. Hall Brutton's office, appeared for plaintiff.

## SOCIAL AND PERSONAL.

Mr. and Mrs. C. Gordon Mackie returned to Shanghai yesterday by the "Empress of Japan."

By the collapse of a scaffold, on which he was standing to inspect some work, Mr. Wood, of the firm of Thomas, Adams and Wood, Shamshun, sustained a compound fracture of a leg.

## A FAMILY NECESSITY.

EVERY family should be provided with Chamberlain's Pain-Balm at all times. Sprains may be cured in much less time when promptly treated. Lame back, lame shoulder, pain in the side and chest and rheumatic pains are some of the diseases for which it is especially valuable. Try this liniment and you will never wish to be without it. For sale by all Chemists and Druggists.

## SALE OF OLD CANNON.

The action brought in the Supreme Court by the Great Western Smelting and Refining Co. of San Francisco against T. P. Marques for the recovery of \$300 000 odd, balance of money due from defendant of guarantee under a loan agreement signed by Messrs. Arndt and Co. of Hongkong was continued before the Chief Justice (Sir William Rogers Davies) this morning.

Mr. Pink, the representative of the plaintiff company who conducted negotiations on their behalf in relation to the contract in Hongkong gave further evidence this morning regarding them.

Mr. Pollock took an objection to the question which his Lordship noted.

The witness then went on to speak of subsequent events. On 10 or 20, there being places on December 10 or 20, there being present Messrs. Barretto, Cruz Barreto and Marques, a proposal made by Law and Son to take up the contract, which the others had heard of through Mr. Marques, was discussed.

Messrs. Law were willing to give a bank guarantee of \$150,000 Hongkong dollars as a condition of the contract. The persons now taking up the contract, the business would be profitable and the contract "Why should we not take it up ourselves?" Then they asked witness his candid opinion whether it was better for Mr. Marques to allow Law and Son to carry out the contract and Bank's office to do it himself.

Witness said he was of opinion that it would be better for Law and Son and a Chinese firm able to deal directly with the Chinese Government to carry out the contract. At this meeting figures relative to the cost of collecting and exporting this arriving at the likely profit, he explained that there was one objection to the contract taking up the contract—Wong, who originally had the contract. Despite this they decided to carry the contract through.

The difficulty mentioned formed the principal subject of discussion at Messrs. Cruz Barretto's office, and witness told the meeting that if an early move was made there was danger that the balance of the deposit to the Chinese Government—\$150,000—being forfeited. This the other interview on the same line were also held.

At none of these meetings was it ever suggested either by Mr. Marques or anybody on his behalf that he was to be in fact at one meeting either Mr. Cruz or Mr. Bastin said it was "rather hard lines on Mr. Marques." There were further conversations at Mr. Bastin's office, which Mr. Marques attended.

Eventually the plaintiff company recovered from the Kwangtung Government \$112,400 Hongkong currency, representing "the balance of the deposit money."

Mr. Pink was cross-examined by Mr. Pollock this afternoon. Questioned as to the deposit which was paid through Arndt and Co. to the Chinese Government he said he had no idea at that time that the \$2,400,000 was to be paid in Canton currency.

He had no reason to suspect that the exact Hongkong notes which he handed to Arndt would not be handed over in their entirety to the Government. The contract demanded the signature of the Chinese Government, and he might not have known that Mr. Arndt was in fact a person who had been in the business of the Chinese Government.

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## INSPECTION OF HONGKONG POLICE.

THE GOVERNOR'S SPEECH.

Decrease in Crime.

In yesterday's issue of the "China Mail" we briefly reported that H.E. the Governor, Sir Henry May, K.C.M.G., in the afternoon made his annual inspection of the Hongkong constabulary. The Hon. Mr. Chaudhry, Colonial Secretary, was also present, and the Governor was accompanied by his Aide-de-Camp, Capt. Allison.

Mr. McEl, Messrs. the Captain Superintendent of Police, was in command and the other European officers were: Deputy Superintendent King, Assistant Superintendent Sayer, Assistant Superintendent Burlingham, Chief Inspector, Gough, and "Sergeant" Gerrard. The Indian officers were Jemadar Tull Singh and Jemadar Charagh Singh.

The men were drawn up in lines facing the Governor on three sides. The Europeans were to the left and the Indian and right sides were made up by the Indians. The Chinese constables stood immediately behind the Europeans.

His Excellency, speaking from the square opposite the Central Station said:—

I have lately received the draft report on the year 1913 and I have to congratulate the Captain Superintendent, officers and other members of the force on a very satisfactory decrease in crime.

Of recent years we have been somewhat accustomed to annual increases in crime. This year we are able to record a decrease in serious crime for the year 1913, of 10 per cent. as compared with the year 1912. 1912 showed a considerable increase over 1911, and if you compare the figures for 1913 with those for 1911 you still find a satisfactory decrease of three and three-quarters per cent. There is, in 1913 you have effected a decrease over 1911 of nearly 23 per cent.

Now I have had, in the first place, to congratulate the Captain Superintendent on that result. He is the man who is responsible for the efficiency of this force, but he knows as well as I do that such a result can only be effected by loyal cooperation of all the members of the force including officers, from the Chief Inspector down to the newly joined constables. So you all have a share in this satisfactory result; and it depends upon you, by your united effort to keep that good record as high as possible. Circumstances may sometimes be against you and you may have to record an increase in crime, but, if you do your best, I have not the slightest doubt the increase will not be a very serious one.

And there is another feature about the year 1913 which I wish to notice. Of late years it has been somewhat the habit of the Hongkong police to find fault with the police of other parts of the world. I have no objection to that, but I have no objection to the police of other parts of the world finding fault with the Hongkong police.

There are no finer officers and no finer officers in the world, but as soldiers, and military officers are trained to shoot, I always think that you place them in a false position when you ask them to come forward and play the part of policemen whose training is in the opposite direction. Police are expected to protect and control without shedding any blood at all. Circumstances may arise of so serious a nature that a call for assistance from the garrison may be necessary, but it is used to be the proud boast of this force and I know it is the proud boast at present, and I hope it ever will be that they are able to control the population and protect lives and property within the Colony by their own united and unaided effort. I hope you will all bear these words in mind. I am sure you are all animated by the same ideas that your Captain Superintendent is, and that I am, who was at one time Captain Superintendent of this force; and that is that the protection of lives and property in this Colony, and the control of all sections of the population is the business of the Hongkong Police, and they ought never to confess themselves unable to carry out that duty except in circumstances which are obviously beyond the control of a comparatively small body of men, for after all, there are not very many numbers. And there is one other point of which I would like to remind you. This force, and I say it without fear of contradiction, although I may be regarded as an old member, and therefore, an interested party—this police force has in the past enjoyed a reputation second to none in any police force in the Empire. The tone that has pervaded it has at all times been very high, and has been the envy of commanders of other police forces in colonies not very far distant from this one. That proud record and reputation was some years ago somewhat under circumstances of which I will not take the trouble to remind you. There are many present who know what I refer to. For some years previous to its occurrence there was a good deal of talk in the Colony about irregularities in the force. There is seldom smoke without fire; in fact there never is; and those irregularities proved to be true, and, in the result, considerable changes had to be made. Now, I am glad to say that no such irregularities have reached me since the purging that was then effected. I hear of most things that happen in this Colony, and if there were such a rumour it would surely come to my ears. I am fully satisfied that the members of the force, and here I direct my remarks to the European members, who are the backbone of the force, are fully alive to the fact that next to their personal honour, the honour of their country is the most dear thing to them. They are conscious and respect the flag under which they serve.

Mr. Pollock put a letter to the witness and asked if it did not read that there were very much less quantities of metal available than was expected.

Witness replied that he might read the letter alone in this way but with conversations he had with Arndt he would not so read it. He knew the quantities were less, but he did not know they were only half.

Mr. Pollock asked if witness thought Arndt put in that record deliberately to mislead witness and that he intended to mislead witness on his point.

Witness said the letter as he understood it was written with the object of getting the General to give more of the deposit back. That was the argument put to the Government, and was not advice to witness.

In October or November, 1912, witness put it to Arndt, owing to small commitments, that witness's firm was losing \$1,000 a month interest on the deposit money alone. He told Arndt that he must get all the bronze available.

Witness said that as a matter of fact his company had sold a thousand tons and was under penalty to deliver it.

The hearing was adjourned.

## NEWS OF THE DAY.

LOCAL AND GENERAL.

Mr. Lay, the Commissioner of Customs at Swatow, arrived to-day by the S.S. Mainau.

Mr. Wood to-day dismissed the charge of false pretences brought against the Chinaman who had obtained possession of 280 pigeons.

Whilst working in the quarry at Quarry Point yesterday, a Chinese was killed by a large stone that accidentally toppled down the hillside.

Clothing to the value of \$4.50 has been stolen from the house of a Chinese accountant living in Wellington Street. The house was broken into yesterday between noon and 3 p.m. by the wrenching off of a lock.

Mr. Stenerson, the assistant manager of the dairy farm at Pokfulam has reported to the police an unauthorized slaughter of 12 pigs, valued at \$125. The motive is thought to be one of revenge on the part of a discharged servant.

While asleep in bed last night at Shaikwan, a Chinese widow was attacked, bound and gagged by three men. The second male off with \$0 pieces of clothing valued at \$25, a bangle worth \$4 and a clock worth \$2.

Alterations which tend greatly to the increased comfort and convenience of passengers have just been completed on the C.P.R. liner Empress of Japan. The library has been redecorated and upholstered and an electric piano, with a fine selection of music rolls has been installed. Four staterooms at the head of the saloon occupation have been converted into a comfortable smoking room.

The cinema pictures taken at the recent Race Meeting were shown to the public last night for the first time at the Wigan Tennis Club Courts. Perhaps it was owing to the pictures being shown in the open air that caused some of them to be somewhat indistinct. On the whole, however, they gave a very fair impression of the races, and several of the events were very well reproduced.

The arrival of H.E. the Governor, Lady May and family and pictures of Jockey Club officials added much to the interest of the film, which is well worth seeing. Miscellaneous pictures were also shown, and the entertainment, which will again be given to-night and tomorrow evening is of a pleasing nature. A mandarin band discoursed some sweet music.

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## COMPANY REPORT.

THE HONGKONG FIRE INSURANCE CO., LTD.

The Report to be submitted at the forty-fifth ordinary meeting of this Company is:—

The General Managers and Consulting Committee have pleasure in submitting to the shareholders the forty-fifth annual report of the company.

1913 Account.—This account shows a net profit on working of \$324,131.74. This sum, subject to the approval of shareholders, is proposed to deal with as follows, viz:—

Dividend of \$27 per share ... \$310,000.00  
Addition to Reserve Fund ... 50,000.00  
Addition to Investment ...  
Exchange Fluctuation A/c ... \$8,131.74

\$324,131.74

1913 Account.—The balance at credit of this account is \$408,070.00.

Consulting Committee.—In accordance with Section 13 of the Articles of Association, the Hon. Sir Paul Chater, C.M.G., Messrs. White, Maitland and Gubbay retire but being eligible offer themselves for re-election.

Auditors.—The accounts have been audited by Messrs. H. Percy Smith, F.C.A., and A. H. Lowe, C.A.

JARVIS, MATTHEW & Co., Ltd., General Managers.

Hongkong, Fire Insurance Co., Ltd.

Working Account, 1912.

On 31st December, 1912:

Losses and Claims ... \$113,240.05  
Charges ... 30,807.48  
Remuneration to Consulting Committee and Auditors ... 5,400.00  
Commissions ... 31,261.16  
Balance, as per balance sheet ... 324,131.74

\$544,300.46

Net Premium received, less Re-insurance and Reinsurance ... \$370,480.22  
Interest ... 104,728.24  
Transfer Fees ... 92.00

\$544,300.46

Working Account, 1913.

On 31st December, 1913:

Losses and Claims ... \$8,453.09  
Charges ... 34,747.81  
Commissions ... 75,250.89  
Balance, as per balance sheet ... 408,070.00

\$607,540.09

Net Premium received, less Re-insurance and Reinsurance ... \$436,927.72  
Interest ... 170,006.37  
Transfer Fees ... 106.00

\$607,540.09

Balance Sheet.

On 31st December, 1913.

LIABILITIES.

Capital \$400 shares of \$25 each ... \$10,000.00  
of which \$50 per share has been paid up ... \$2,500.00  
Reserve Fund ... 7,500.00  
Reinsurance Fund ... 328,011.04  
Investment ...  
Fiduciary Account ... 6,046.04  
Unsettled Dividends ...



**SHIPPING**

**PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.**

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named—

FOR	STEAMERS	To SAIL	REMARKS
SHANGHAI, H. K., KOBE & YOKOHAMA	KHIVA	5 a.m. 7th Mar.	Freight and Pass.
SHANGHAI	DEVANHA	About 12th Mar.	Freight and Pass.
LONDON, via Suez, Port of Call or Cebu	INDIA	14th Mar.	See Special Advertisement
LONDON & ANTWERP, via Suez, Pango, Cebu, Port Said & Marseilles	NILE	About 18th Mar.	Freight and Pass.

All the above steamers are fitted with Wireless Telegraphy.

P. & O. S. N. Co.'s Office. E. A. HEWITT, Superintendent.

**CANADIAN PACIFIC ROYAL MAIL STEAMSHIP LINE.**

VIA VANCOUVER AND THE CANADIAN PACIFIC RAILWAY.

PROPOSED SAILINGS FROM HONGKONG AND ST. JOHN N.B. SUBJECT TO ALTERATION.

FOR VANCOUVER	FOR LIVERPOOL
From Hongkong.	From St. John N.B.
EMPEROR OF RUSSIA, Thu., Mar. 12.	Sat., April 11.
EMPEROR OF INDIA, Tue., April 2.	Wed., April 29.
MUNTEAGLE, Tue., April 8.	
EMPEROR OF ASIA, Tue., April 14.	Sat., May 9.

Steamships leave HONGKONG at 12.00 Noon.

The EMPEROR OF RUSSIA and EMPEROR OF ASIA are new quadruple screw 21 knot turbine steamers of 10,800 tons gross—30,000 tons displacement—the fastest and most luxurious on the Pacific.

All steamers of the Company are fitted with the latest and most powerful machinery.

Each of these Pacific "Empires" connects at Vancouver with a Mail Express Train and at St. John N.B. with Atlantic Mail steamers as shown above. The "Empire of Britain" and "Empire of America" are magnificent vessels of 14,500 tons, speed 20 knots, and are regarded as second to none on the Atlantic.

**PASSENGER RATES, HONGKONG TO LONDON**

EMPEROR OF RUSSIA	Optional Atlantic Port \$71.10.
EMPEROR OF INDIA	do do \$65.
EMPEROR OF JAPAN	do do \$65.
MUNTEAGLE	Intermediate service—First class railway, second cabin Atlantic, via Canadian Atlantic Port \$40.

Meals and sleeping car across Canada not included in any of above rates. If required such will cost \$5 additional.

Passengers purchasing Trans-Pacific Round Trip passage tickets have the option of returning from San Francisco by the steamers of the Pacific Mail S.S. Co. or by the Canadian Pacific Railway.

Local and through passengers may, if desired, travel by rail between ports of call in Japan.

**SPECIAL THROUGH RATES** (First Class only) are granted to Naval and Military Officers, European Civil Servants, Missionaries, &c.

Full particulars on application to Agents.

Through passengers are allowed "Stop Over" privileges at the various points of interest on route.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to D. W. ADDOCK, General Traffic Agent, Corner Pedlar Street and Praya (opposite Blake Pier).

**NIPPON YUSEN KAISHA.**

THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	SAILING DATES
MARSEILLES, LONDON AND ANTWERP, via SINGAPORE, MALACCA, PENANG, COLOMBO, SUEZ AND PORT SAID.	HIRANO MARU, Capt. H. Fraser, Tons 16,000	WEDNESDAY, 11th Mar., at 10 a.m.
	KATORI MARU, Capt. T. Murai, Tons 10,000	WEDNESDAY, 26th March at 10 a.m.
VICTORIA, B.C., & SEATTLE, via SHANGHAI, MOJI, KOBE, YOKOHAMA & YOKOHAMA	SADO MARU, Capt. K. Asakawa, Tons 12,500	TUESDAY, 10th March at 3 p.m.
	YOKOHAMA MARU, Capt. S. Sato, Tons 12,500	TUESDAY, 24th March at Noon.
KOBE & YOKOHAMA	KASHIMA MARU, Capt. M. Yagi, Tons 20,000	TUESDAY, 10th March at 3 p.m.
SHANGHAI, MOJI AND KOBE	PENANG MARU, Capt. —, Tons 12,500	THURSDAY, 12th March at Noon.
NAGASAKI, KOBE AND YOKOHAMA	TANGO MARU, Capt. Sakine, Tons 13,500	WEDNESDAY, 11th March at 11 a.m.
SYDNEY & MELBOURNE, via MANILA, THURSDAY ISLAND, BOWEN, VILLAGE AND BOMBAY	KOMANO MARU, Capt. Soyeda, Tons 9,300	WEDNESDAY, 11th March at Noon.
	TAKAGO MARU, Capt. Sakine, Tons 13,500	WEDNESDAY, 9th March at Noon.
BOMBAY via SINGAPORE, COLOMBO AND Ceylon	BOMBAY MARU, Capt. —, Tons 5,000	MONDAY, 9th March at Noon.
CALCUTTA via SINGAPORE, Ceylon, PENANG & RANGOON	Ceylon MARU, Capt. —, Tons 12,500	FRIDAY, 6th March at Noon.

Fitted with new system of wireless telegraphy. Cargo only.

**PASSENGER SEASON—1914**

**FOR EUROPE.**

HIRANO MARU	16,000 tons	sails Wednesday	11th March.
KATORI MARU	10,000 "	"	26th March.
KAMO MARU	16,000 "	"	8th April.
KASHIMA MARU	20,000 "	"	22nd April.

**FOR AMERICA.**

SADO MARU	12,500 tons	sails Tuesday	10th March.
YOKOHAMA MARU	12,500 "	"	24th March.
AWA MARU	12,500 "	"	7th April.

With option of Mail between Steamers calling Ports in Japan.

For further information apply to T. KUSUMOTO, Manager.

Telephone No. 222.

**"HONGKONG'S MUSICAL HISTORY"**

BY H. L. O. GARRETT.

Being a reprint of a series of articles that appeared in the CHINA MAIL.

Price 50 Cents.

**SHIPPING**

**PACIFIC MAIL S.S. CO.**

THE AMERICAN LINE TO SAN FRANCISCO

via Shanghai or Manila, Nagasaki, Inland Sea, Kobe, Yokohama and Honolulu.

**THE SUNSHINE BELT**

Operating the following steamers

MONGOLIA, MANCHURIA, KOREA, SIBIRIA and NILE, CHINA and PERSIA.

SOME FEATURES OF SERVICE:

Electric Fans, Swimming Tank, Orchestra, Amusements, Wireless Telegraphy, Submarine Signal Service and Bicycles.

Cuisine under personal supervision of Mr. V. Moroni, one of the World's most famous caterers.

Return Portion of Round Trip Tickets Available for Passage via C.P.R. from Vancouver if desired.

Through Passengers have the privilege of traveling by rail between Ports of Kobe and Yokohama.

**STEAMERS:**

CHINA	10,800 Tons	Sailing SATURDAY, 14th Mar., at Noon.
MANCHURIA	7,000 "	SATURDAY, 14th Mar., at 1 p.m.
NILE	11,000 "	SATURDAY, 14th Mar., at 1 p.m.
MONGOLIA	7,000 "	SATURDAY, 14th Mar., at 1 p.m.

For San Francisco via Manila, Nagasaki, Kobe, Yokohama & Honolulu.

**HONGKONG-MANILA SERVICE:**

FROM HONGKONG	ARRIVE MANILA	FROM MANILA	DUKE HONGKONG
Mar. 14, CHINA	Mar. 16	Mar. 15, CHINA	Mar. 15
Mar. 15, NILE	Mar. 17	Mar. 16, MANCHURIA	Mar. 16
Mar. 16, PERSIA	Mar. 18	Mar. 17, NILE	Mar. 17

E. C. MORTON, Agent.

King's Building (opposite Blake Pier). Telephone No. 142.

Panama-Pacific International Exposition—San Francisco—1915.

**TOYO KISEN KAISHA.**

**SAN FRANCISCO LINE.**

via SHANGHAI, MANILA, the INLAND SEA JAPAN and HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer	Displacement Tons & Speed	Leave Hongkong
CHIYO MARU	22,000-21 knots	Saturday, 7th Mar.
TENYO MARU	22,000-21 knots	Saturday, 4th Apr.
NIPPON MARU	11,000-18 knots	Wednesday, 8th Apr.
HONGKONG MARU	11,000-18 knots	Saturday 25th Apr.
SHINYO MARU	22,000-21 knots	Wednesday, 29th Apr.

\* via MANILA omitting Shanghai.

All Steamers will be despatched at NOON.

First Class to London	\$71.10	Return (6 months) \$120.
First Class to New York	\$60.	\$98.10.
" " " San Francisco	\$45.	\$88.

Passengers purchasing Trans-Pacific Return tickets have the option of returning from SAN FRANCISCO by steamers of the Pacific Mail S.S. Co. or from VANCOUVER by steamers of the Canadian Pacific Railway Co.

**SPECIAL RATES** given to NAVAL and MILITARY, CIVIL SERVANTS, MISSIONARIES, etc.

ROUND THE WORLD tickets issued in connection with all the principal Mail Lines and the Trans-Siberian Railway.

Passengers may travel by railway between Ports of Call in Japan free of charge.

**SOUTH AMERICA LINE.**

via Japan Ports, Honolulu, Hilo, Manzanillo Salina Cruz, Callao, Iquique and Valparaiso.

Thence by Trans Andean Route to Buenos Aires.

SEIYO MARU	14,000-15 knots	Saturday, 11th April
ANYO MARU	18,500-15 knots	
KIYO MARU	17,000-14 knots	

For full particulars as to Passage and Freight apply to S. MORIMOTO, Agent.

Telephone 291.1 KING'S BUILDING (Opposite Blake Pier).

**MESSAGERIES MARITIMES**

**FRENCH MAIL LINES.**

**FORTNIGHTLY SERVICE TO AND FROM JAPAN, via SHANGHAI.**

**FORTNIGHTLY SERVICE TO AND FROM EUROPE, via SUEZ CANAL.**

FOR	STEAMERS	To SAIL
SHANGHAI, KOBE AND YOKOHAMA	AMAZONE, ATLANTIQUE, PAUL LECAT.	9th March, 23rd March, 6th April.
MARSEILLES, via Port of Spain	VERA, AUSTRALIEN, ARABIAN.	10th March at 1 p.m., 24th March at 1 p.m., 7th April.

ALL STEAMERS FITTED WITH WIRELESS.

TRANS SHIPPING on the Co's Steamers at Colon for CALCUTTA, BOMBAY and AUSTRALIA, at Port Said for the LEVANT, COAST GUARDIAN and BLAKE HALL.

Through Tickets to London, via Paris by rail.

Circular tickets to Europe via Suez and SIBERIAN ROUTE and vice versa delivered here.

For further particulars apply to S. O. de BUSSIERRE, Act. Agent.

**THE EASTERN & AUSTRALIAN STEAMSHIP CO., LIMITED.**

**MAIL SERVICE TO AUSTRALIA, via MANILA.**

**MAIL SCHEDULE**

(SUBJECT TO MODIFICATION)

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS	Mar. 14th	Mar. 20th at 10 a.m.
ST. ALBANS	Mar. 14th	Mar. 20th at 10 a.m.
ST. ALBANS	Mar. 14th	Mar. 20th at 10 a.m.

THE above Steamers are fitted with the latest and most powerful machinery, and are the fastest and most luxurious on the Pacific.

Full particulars on application to Agents.

**SHIPPING**

**CHINA NAVIGATION CO., LD.**

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	To SAIL
SHANGHAI & TSINGTAU	CHENAN	March 7, Midnight.
SWATOW, WEIHAIWEI, CHEFOO & TIENTSIN	HUICHOW	Mar. 9, at 3 p.m.
SHANGHAI	LANGCHOW	Mar. 10, at 4 p.m.
HAIPHONG	SUNGKIANG	Mar. 11, at 10 a.m.
MANILA, CEBU & ILOILO	TAMING	Mar. 11, at 2 p.m.
SHANGHAI	LUCHOW	Mar. 12, at 4 p.m.
SHANGHAI & TSINGTAU	YINGCHOW	Mar. 14, Midnight.
SHANGHAI	SHAOCHING	Mar. 17, at Noon.
MANILA, CEBU & ILOILO	TEAN	Mar. 17, at 4 p.m.

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.

S.S. "LINTAN" and S.S. "NANUL."

**MANILA LINE.** Twin Screw Steamers "Chinhua," "Taming," & "Tea" Excellent saloon accommodation amidships. Electric Fans fitted. Extra state-rooms on deck, aft on "Taming" and "Tea."

**SHANGHAI LINE.** The Twin Screw Steamers "Anhui," "Chenan," and the S.S. "Langchow," "Luchow," and "Yingchow," having excellent accommodation with Electric Lights throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through bills of lading to all Yangtze and Northern China Ports.

The Steamers leaving Hongkong on Sundays proceed from Shanghai to Taicang, leaving there on Tuesdays for Shanghai, Hongkong and Canton.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These Steamers land passengers in Shek shai, avoiding the inconvenience of transshipment at Wooning.

**REDUCED FARES** Single \$45 Return \$72.

For Freight or Passage apply to BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 36.

**INDO-CHINA STEAM NAVIGATION CO., LD.**

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	To SAIL
MANILA	YUENSANG	SATURDAY, Mar. 7, at 2 p.m.
TSINGTAU & WEIHAIWEI, OHONGSHING, SUNDAY		Mar. 8, Daylight.
YOKOHAMA, KOBE & MOJI, YATSHING, SUNDAY		Mar. 8, Daylight.
SINGAPORE, PENANG & LAISANG, TUESDAY		Mar. 10, at 2 p.m.
SHANGHAI	KWONGSANG	WEDNESDAY, Mar. 11, Daylight.
SHANGHAI	WONGSANG	WEDNESDAY, Mar. 11, Daylight.
SHANGHAI	CHOYSANG	THURSDAY, Mar. 12, Daylight.
MANILA	LOONGSANG	SATURDAY, Mar. 14, at 2 p.m.

**RETURN TOURS TO JAPAN.**

The steamers Kiang, Kwong & Loong leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the Kwong, Kwong, Loong, Yatshing and Suikang leaving Hongkong at regular intervals for Yokohama, Kobe & Moji, and returning thence direct to Hongkong. Time occupied 16 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A fully qualified Surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dairen, Weihaiwei & Taicang.

Taking Cargo on through Bills of Lading to Radat, Lahad Dair, Singapore, Savaio, Uman, Jemelon and Labuan.

For Freight or Passage, apply to Telephone No. 215. JARDINE, MATHESON & Co., Ltd., General Managers.

**BRITISH INDIA STEAM NAVIGATION CO., LD.**

NEW SERVICES OF STEAMERS BETWEEN YOKOHAMA, KOBE, HONGKONG & RANGOON.

**EASTWARD**

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., Agents.

Telephone No. 215.

**THE ROYAL MAIL STEAM PACKET COMPANY**

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO CHANGE WITHOUT NOTICE.

**'SHIRE' LINE SERVICE—HOMEWARD.**

For	Steamers	Date of Departure
LONDON & ANTWERP	DEN OF AIRLIE	About 9th March
LONDON & ANTWERP	MERIONETHSHIRE	About 8th April

**TRANS-PACIFIC 'SHIRE' AND 'GLEN' JOINT SERVICE.**

VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND	MADONSHIRE	About 7th March.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND	DEN OF RUTHVEN	About 5th April.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND	GLENLOCHY	About 3rd May.

For freight and further particulars, apply to JARDINE, MATHESON & Co., Ltd., AGENTS.

Telephone No. 215 Sub Ex. No. 9.

**BRITISH INDIA S. N. CO., LTD.**

**APCAR LINE**

REGULAR SERVICE BETWEEN CALCUTTA, STRAITS, HONGKONG, SHANGHAI AND JAPAN PORTS.

**EASTWARD.**

S.S. A. APCAR, 4,150 tons, Captain Walker, will be despatched for SHANGHAI, NAGASAKI, KOBE and MANILA on 18th March.

S.S. THONGWA, 4,150 tons, Capt. O. M. Robins, will be despatched for YOKOHAMA, KOBE and MANILA on 26th March.

**WESTWARD.**

S.S. G. APCAR, 4,500 tons, Capt. J. K. Druce, will be despatched for SINGAPORE, PENANG & CALCUTTA on 12th March.

S.S. JERUSALEM, 4,500 tons, Capt. J. B. O'Brien, will be despatched for above on 20th March.

The above Steamers are fitted with the latest and most powerful machinery, and are the fastest and most luxurious on the Pacific.

Full particulars on application to Agents.

**SHIPPING**

**STEAM FOR STRAITS, CEYLON, AUSTRALIA, COLOMBO, AGYET, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.**

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, COCHIN, ENTAI, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship INDIA, Capt. G. C. Talmor, R.N.R., carrying His Majesty's Mail, will be despatched from this port for HOMBAY, on SATURDAY, the 14th March, at Noon, taking Passengers and Cargo for the above ports in connection with the Company's Steamship Malabar, from Colombo. Passenger accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, and Tea and Cargo for France, and London (under arrangement) will be transhipped at Colombo (in the mail steamer proceeding direct to Marseilles and London). Other Cargo for London etc., will be conveyed via Bombay & transhipped to S.S. India due in London on 24th April, 1914.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. A. HEWITT, Superintendant, Hongkong, Feb. 14, 1914.

**THE 'INDRA' LINE, LIMITED.**

FOR BOSTON & NEW YORK.

(With Liberty to Call at the Malabar Coast).

THE Steamship "INDRADEEN"

Captain T. R. Evans, will be despatched as above on 15th March.

This Steamer has Excellent Accommodation for a limited number of Saloon Passengers.

For Freight and Passage, apply to JARDINE, MATHESON & Co., Ltd., Agents.

Telephone No. 215, Sub. Ex. No. 9. Hongkong, Feb. 12, 1914.

**NOTICES TO CONSIGNEES.**

**NORDEUTSCHER LLOYD BREMEN.**

PRIGHT LINE.

NOTICE TO CONSIGNEES.

THE Steamship TUBINGEN, having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godown, where delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before noon to-day requesting it to be landed here.

No claims will be admitted after the Goods have left the Godown and all goods remaining undelivered after the 11th of March, will be subject to suit.

All broken, chafed, and damaged Goods are to be left in the Godowns where they will be examined on the 11th March, at 3 p.m.

All claims must reach us before the 18th of March, 1914, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

**NORDEUTSCHER LLOYD, MELOHRES & CO., General Agents.**

Hongkong, March 4, 1914.

**IMPERIAL GERMAN MAIL LINE.**

**NORDEUTSCHER LLOYD BREMEN.**

NOTICE TO CONSIGNEES.

THE Steamship PRINZ HENRI FRIEDRICH, having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon & West Point Godown, where delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before noon to-day requesting it to be landed here.

No claims will be admitted after the Goods have left the Godown, and all goods remaining undelivered after 12th of March, will be subject to suit.

All broken, chafed, and damaged Goods are to be left in the Godowns where they will be examined on the 11th March, at 3 p.m.

All claims must reach us before the 18th of March, 1914, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

**NORDEUTSCHER LLOYD BREMEN.**



